

BookletChartTM

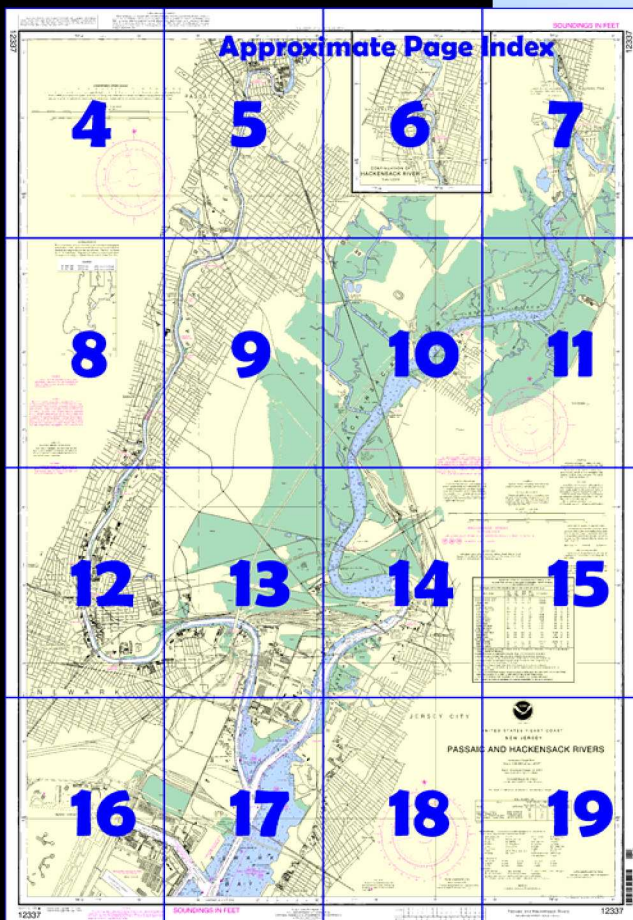
Passaic and Hackensack Rivers

(NOAA Chart 12337)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 11 excerpts]

(316) **Newark Bay** has a length of about 4 miles from Kill Van Kull to the junction of the two channels leading to Passaic and Hackensack Rivers. The greater part of the bay is very shoal, but a dredged channel leads through the bay to the rivers. The channel is well marked by lights and buoys. Strangers in small vessels should have no difficulty when using the chart as a guide.

(317) Federal project depth in the main channel leading to the branch channels to the

Port Elizabeth Marine Terminal and Port Newark Terminal, and thence to the junction of Passaic and Hackensack Rivers is 35 feet.

(329) **Passaic River**, which flows into the northwest end of Newark Bay, is used by vessels to **Passaic**, a manufacturing city at the head of navigation 13 miles above the mouth. Above the Wall Street bridge at Passaic the river is obstructed by boulders partly showing above the

water for 1.5 miles to the **Dundee Dam**. The city of **Newark** extends along the river for a distance of nearly 5 miles above the mouth. The towns of **Belleville**, **Arlington**, **Rutherford**, and **Nutley**, and several villages are on the river between Newark and Passaic. The channel entrance is well marked. Waterborne commerce on the river consists of barge shipments of sand, gravel, and petroleum products.

(330) A Federal project provides for a 30-foot channel from Newark Bay to a point about 0.5 mile above the Lincoln Highway Bridge; thence 20 feet to the Jackson Street bridge; thence 16 feet to the ConRail bridge at Arlington; thence 10 feet to the Eighth Street Bridge at Passaic.

(331) More than 20 draw and fixed bridges cross the Passaic River between the mouth and Passaic. The minimum clearance of the bridges with fixed spans is 100 feet at the New Jersey Turnpike Bridge, 2.4 miles above the mouth. In October 1980, the draws of the railroad bridge at Arlington, 7.2 miles above the mouth, were so restricted that mariners were advised to utilize the west fixed span, clearance 35 feet. The minimum clearance of the bridges with drawspans is 7 feet. The bridgetenders at the railroad drawbridges 2.3, 4.3, 5.0, 7.0, and 10.2 miles above the entrance monitor VHF-FM channel 13. The call signs for the railroad bridges at mile 2.3 and mile 4.3 are KR-6938 and WRY-593, respectively. The Second Street and Eighth Street bascule span highway bridges and the Gregory Avenue swing span highway bridge at Passaic remain in the closed position with a clearance of 5 feet for the bascule spans and 12 feet for the swing span. The fixed highway bridge between Passaic and Garfield has a clearance of 5 feet. The minimum clearance of the cables over Passaic River is 135 feet.

(334) **Freshets** overcome the flood current down as far as Newark and sometimes to the mouth of the river. Ordinary freshets usually of a few hours duration cause a rise of about 2 feet and a current velocity of about 3 knots at Newark. Destructive freshets occasionally occur at intervals of years, generally in the spring and fall.

(335) There are several boatyards along the Passaic River between the entrance and Passaic. A marine railway at Arlington can handle vessels to 40 feet long for complete engine and hull repairs. Berths, electricity, gasoline, water, ice, storage, and marine supplies are available along the river below Kearny.

(336) **Hackensack River** flows into the northeast end of Newark Bay and is navigable for about 17.8 miles to the dams at **New Milford**.

(337) A Federal project provides for a 30-foot channel from Newark Bay to a 25-foot turning basin about 0.3 mile above the ConRail bridge at **Marion**. Above this point in 1948-February 1971, depths of 11 feet were available for varying widths with local knowledge to the N.Y.S. & W.R.R. bridge at Hackensack, 14.2 miles above the mouth. The channel is well marked with aids.

(338) More than 15 draw and fixed bridges cross the Hackensack River between the mouth and Hackensack. The minimum clearance of the bridges with fixed spans is 35 feet at the State Route 46 bridge at Little Ferry about 11.5 miles above the mouth. The minimum clearance of the bridges with drawspans is 2 feet at Hackensack, 14.2 miles above the mouth. The fixed bridges above Hackensack have a minimum clearance of 2 feet. The minimum clearance of the cables over Hackensack River to Hackensack is 89 feet; thence 26 feet to the dams at New Milford.

(340) The railroad drawbridges over the Hackensack River are equipped with radiotelephones. The bridgetenders monitor VHF-FM channel 13. The call signs of the railroad bridges, identified by mileage above the mouth, follow: mile 2.6, KQ-7198; mile 2.9, KR-6939; mile 4.4, KMC-297; mile 4.7, KR-6972; mile 6.0, KR-7035; and mile 6.7, KR-7034. To expedite opening of the ConRail bridge 2.6 miles above the entrance, mariners are requested to give 1 hour advance notice by calling 201-963-2552.

(342) There are several boatyards and marinas on the Hackensack River at **Little Ferry** and at **Carlstadt**, opposite **Secaucus**. A mobile hoist at Carlstadt can handle boats to 50 tons, and a marine railway can handle craft to 32 feet long for complete engine and hull repairs. Berths, electricity, gasoline, water, ice, storage, and marine supplies are available.

Table of Selected Chart Notes

NOTE B

A depth of 11 feet was available for varying widths with local knowledge.

Jan - Feb 1971

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

Corrected through NM Oct. 1/05
Corrected through LNM Sep. 2/05

HEIGHTS

Heights in feet above Mean High Water.

PLANE COORDINATE GRID
(based on NAD 1927)

The New Jersey State Grid is indicated on this chart at 10,000 foot intervals thus:

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.55 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.364" northward and 1.487" eastward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 (Accurate location) (Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, New York. Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ANCHORAGE AREAS

110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

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 GENERAL ANCHORAGES.

TIDAL INFORMATION

Place	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Port Newark Terminal	(40°41'N/74°08'W)	5.7	5.3	0.2	-4.0
Newark, Passaic River	(40°44'N/74°10'W)	5.9	5.5	0.2	-4.0
Hackensack, Hackensack River	(40°53'N/74°02'W)	6.6	6.3	0.3	----
East Rutherford, Passaic River	(40°51'N/74°07'W)	6.5	6.1	0.3	----

(Aug 2005)

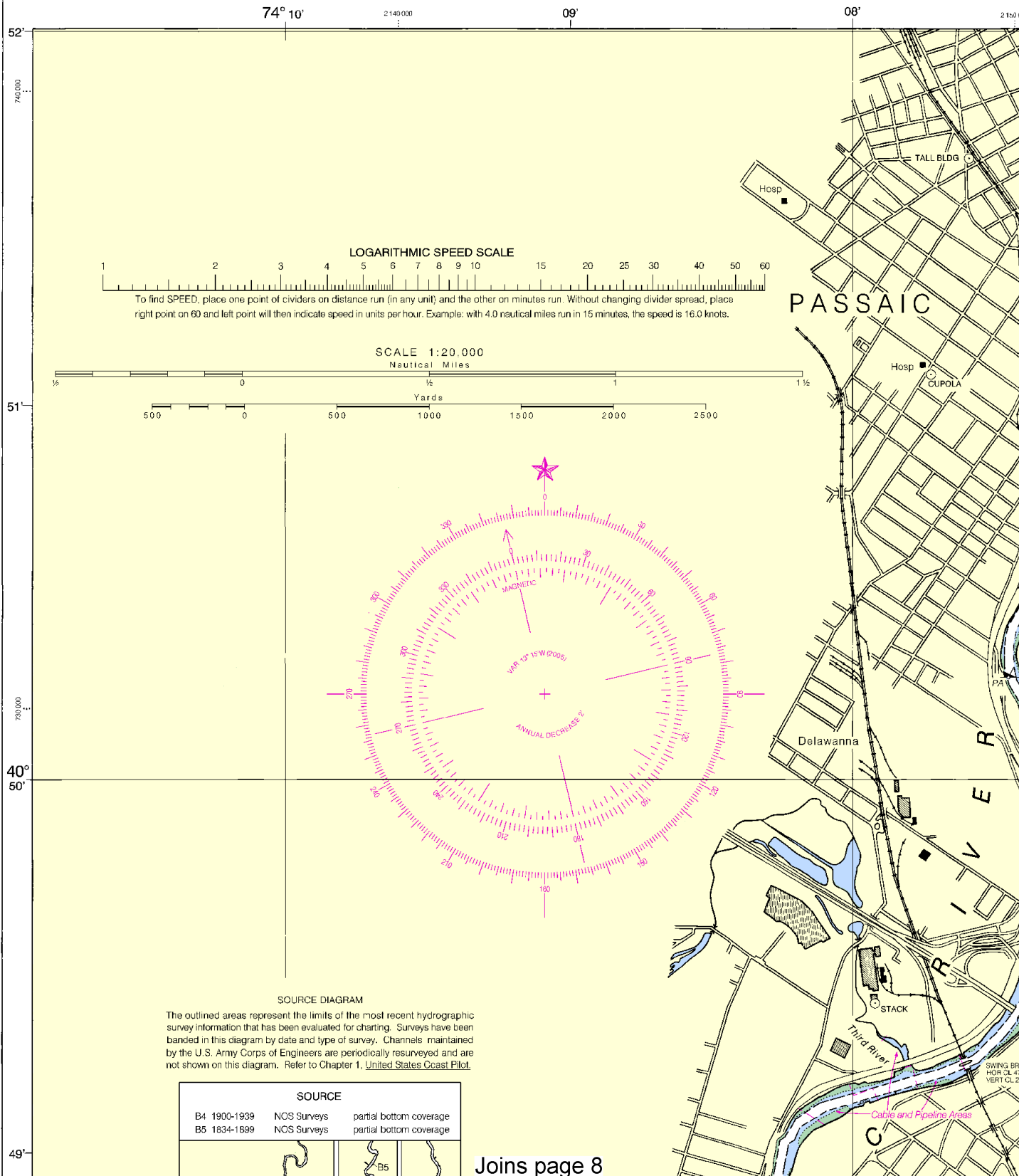
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

12337

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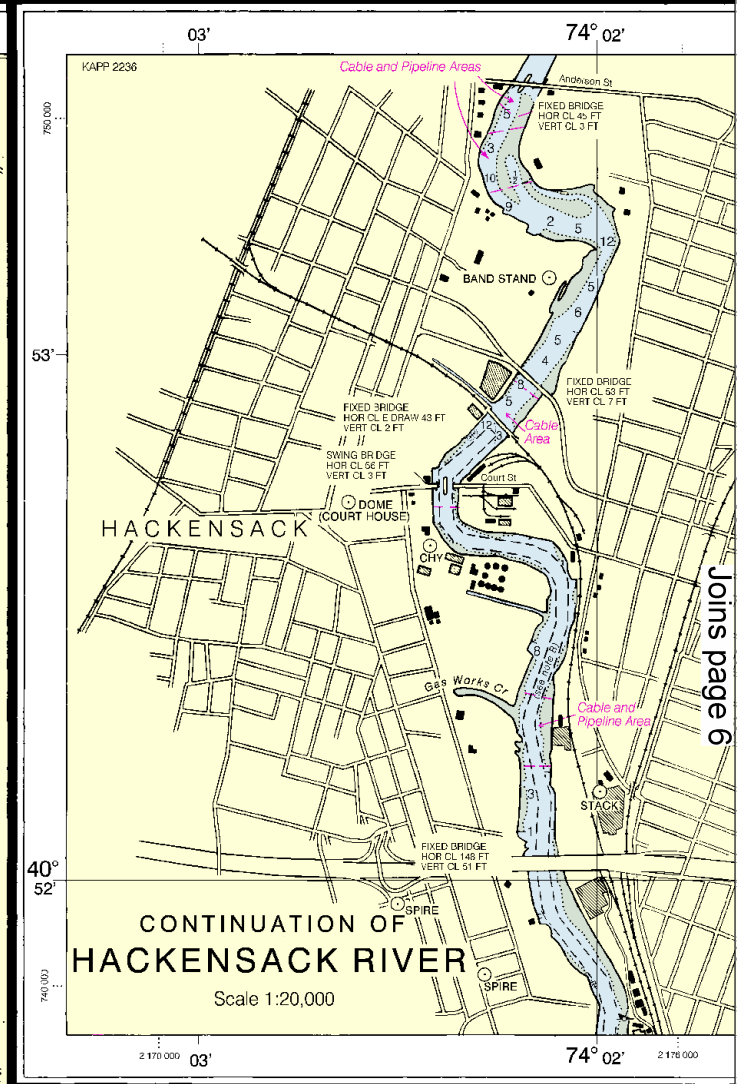


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

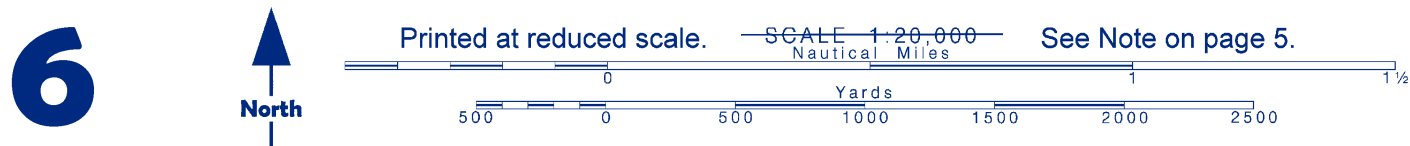




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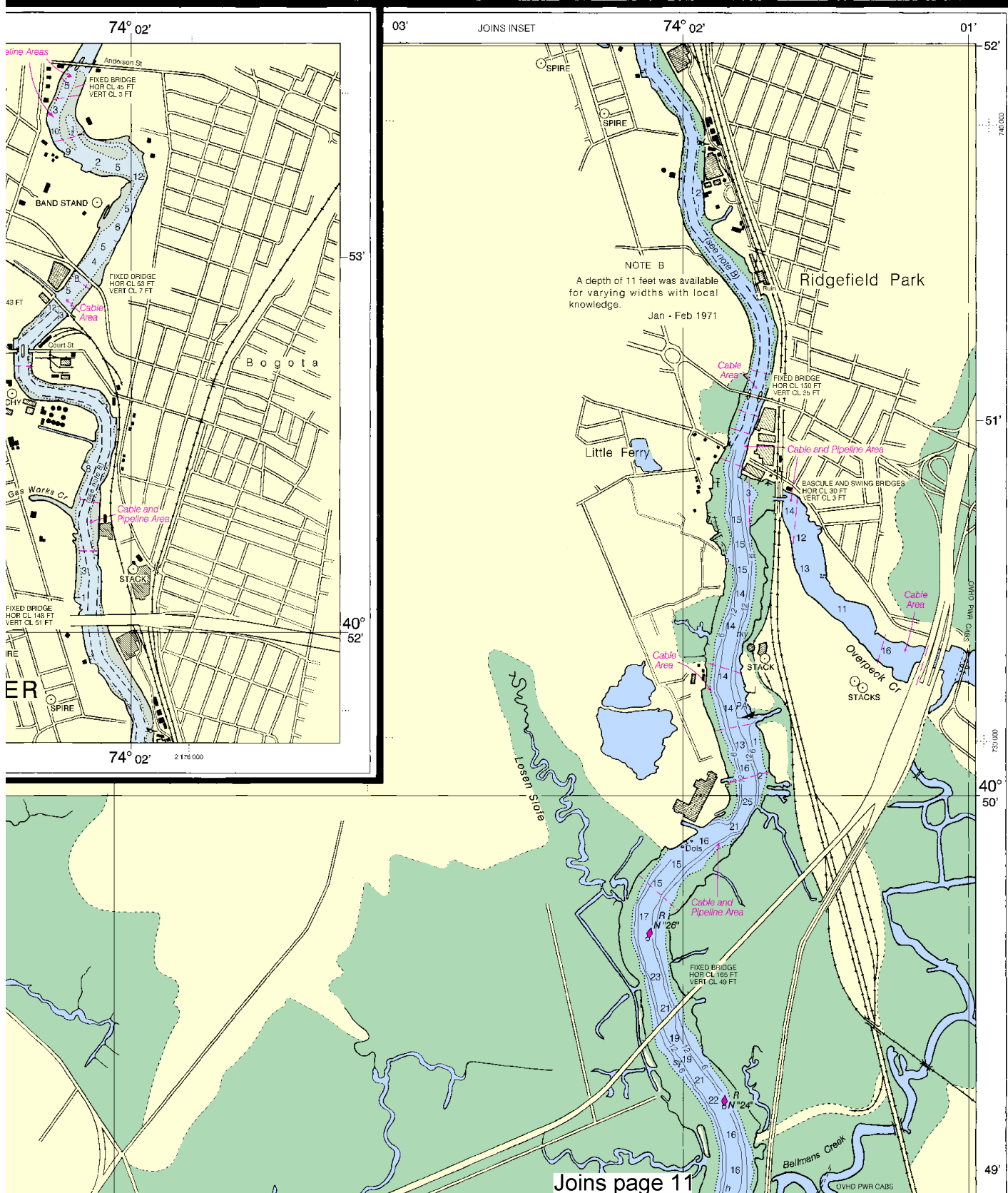
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5



SOUNDINGS IN FEET

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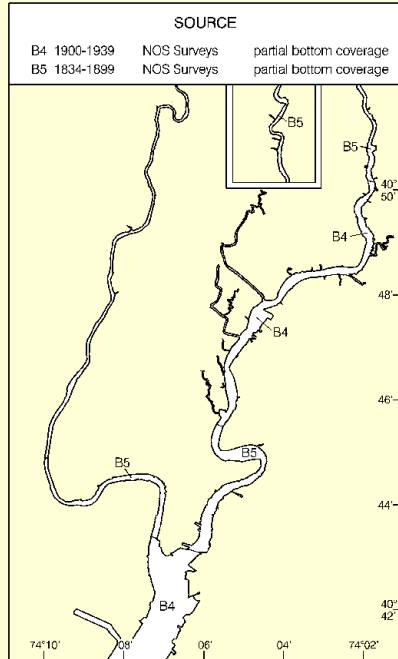


This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

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SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



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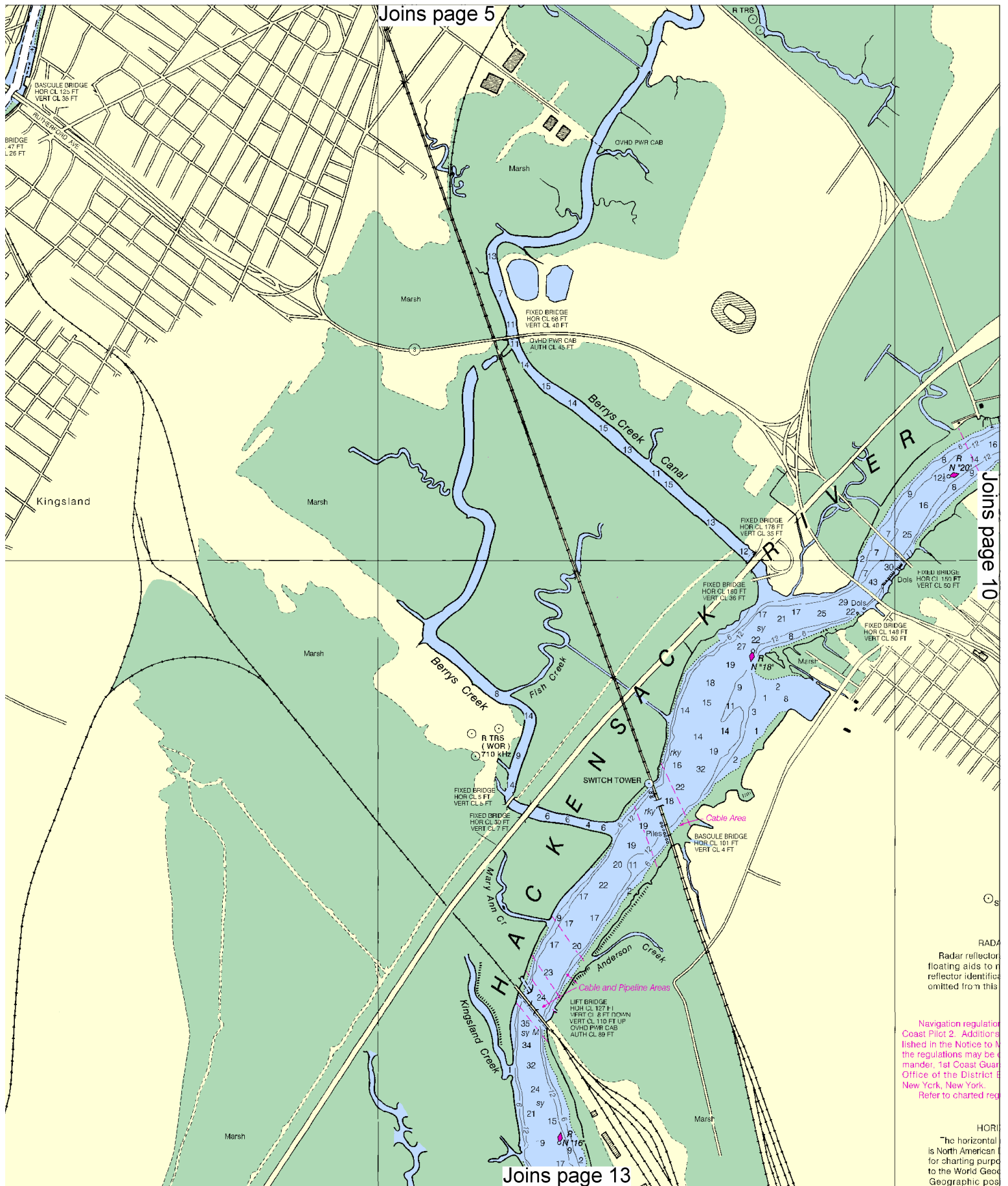
SCALE 1:20,000
Nautical Miles

See Note on page 5.

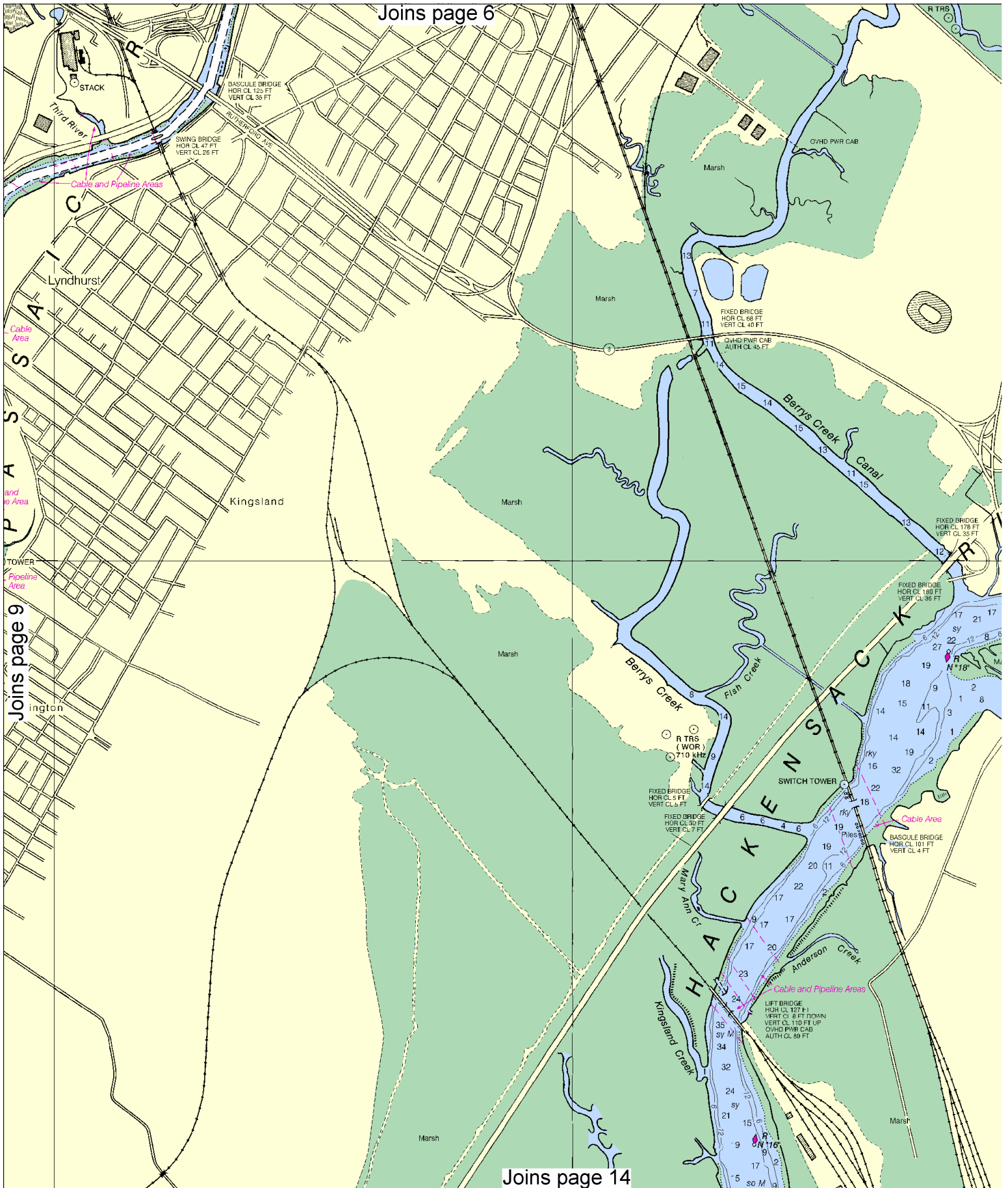


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Joins page 6



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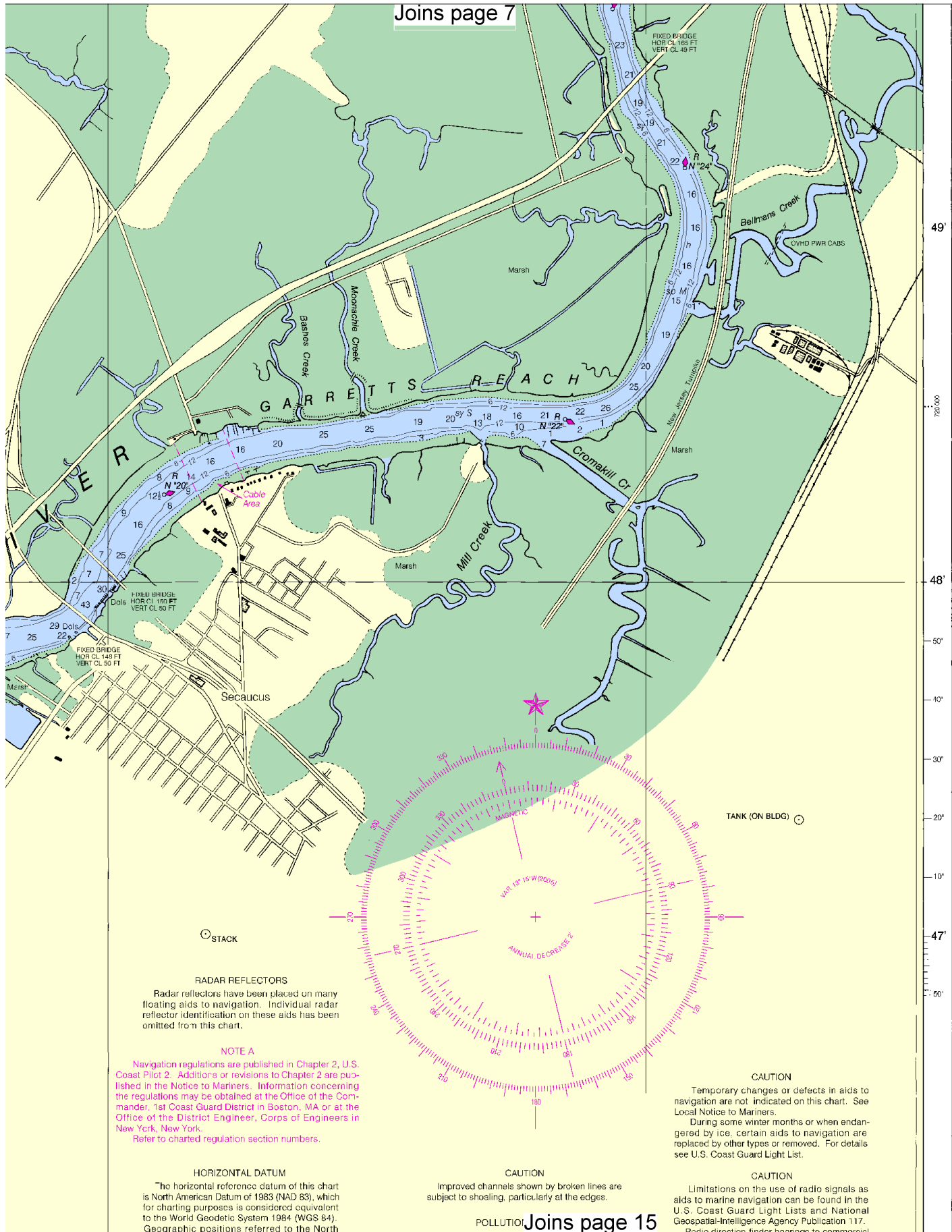


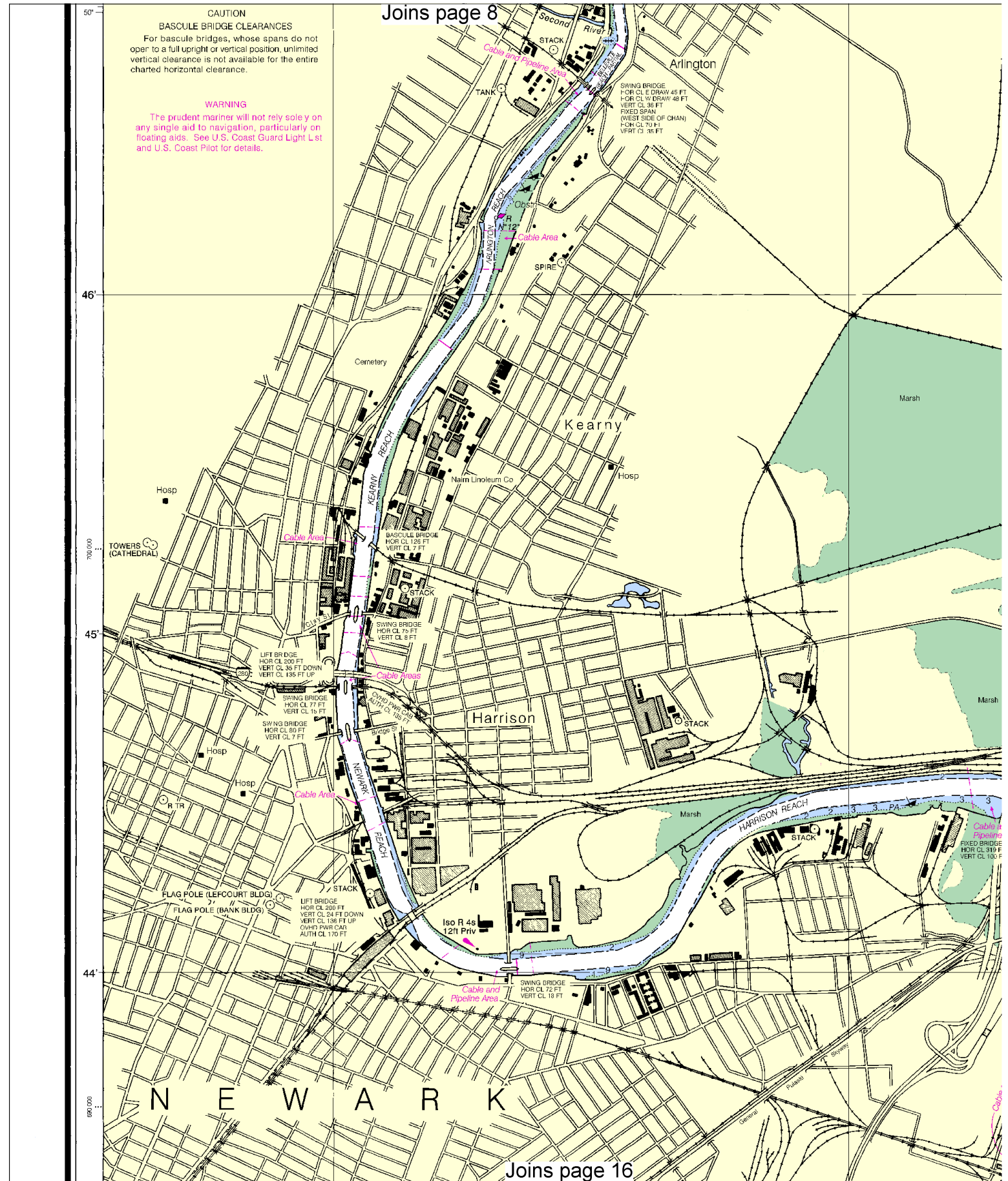
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







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Printed at reduced scale.

SCALE 1:20,000
 Nautical Miles

See Note on page 5.



Radar reflector floating aids to navigation. Reflector identification omitted from this chart.

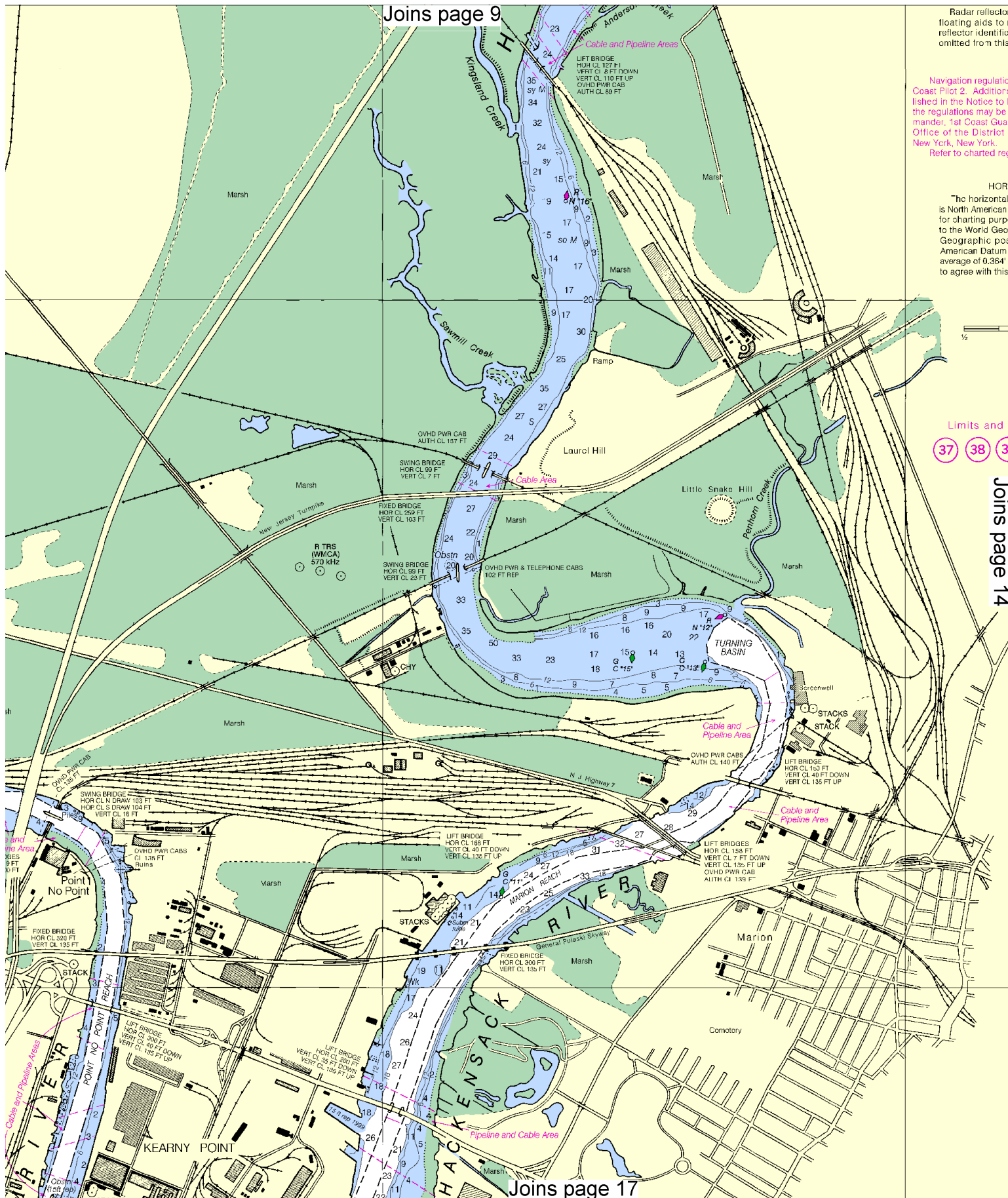
Navigation regulations. Coast Pilot 2. Additional regulations are listed in the Notice to Mariners. The regulations may be found in the 1st Coast Guard Office of the District of New York, New York. Refer to charted regulations.

HORIZONTAL. The horizontal is North American Datum 1983 for charting purposes. To the World Geodetic System 1984 datum, the average of 0.364' to agree with this datum.

Limits and

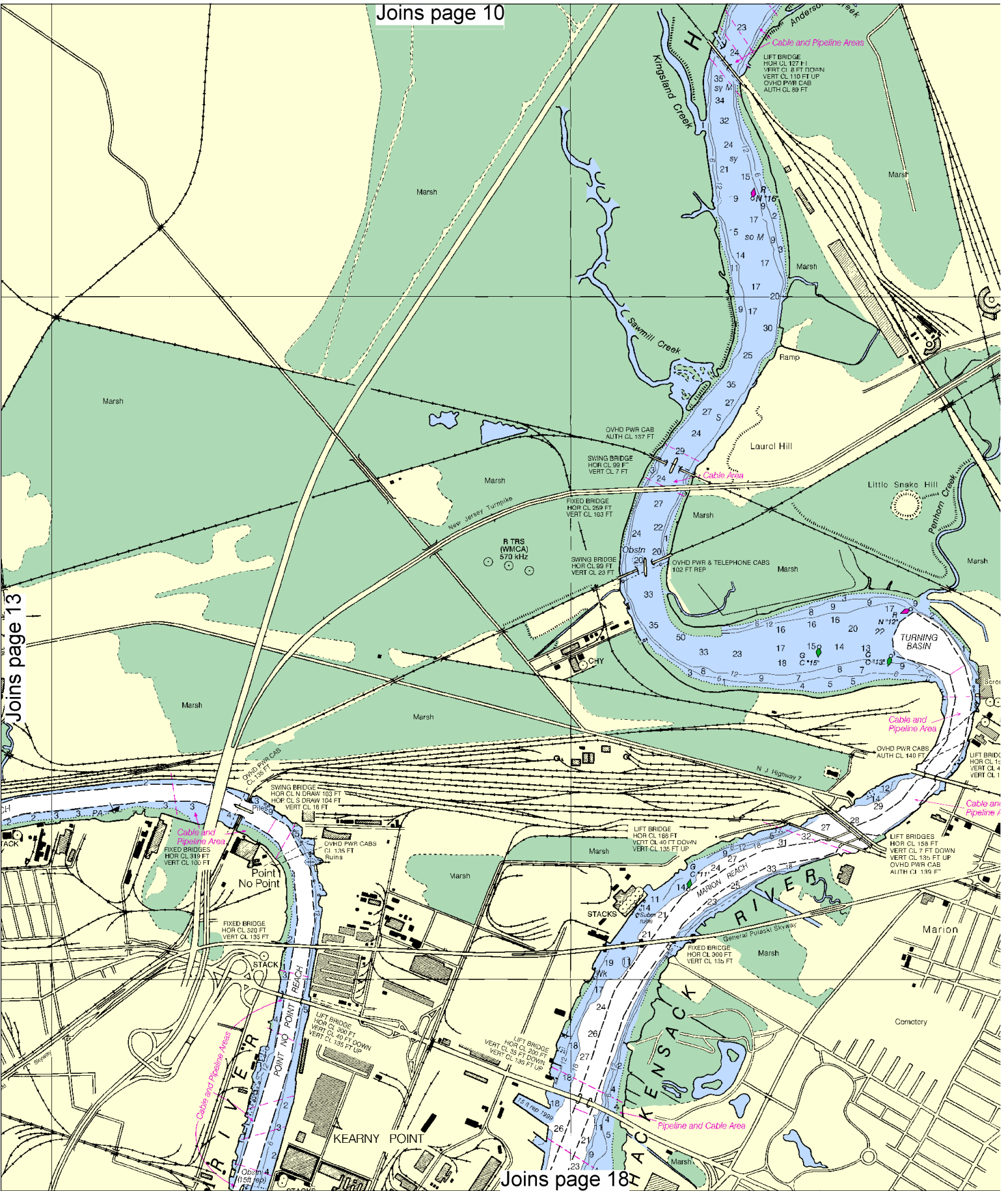
37 38 39

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Joins page 10

Joins page 13



14



Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

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Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.364' northward and 1.457' eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SCALE 1:20,000

Nautical Miles

Yards

ANCHORAGE AREAS

110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

37 38 39 GENERAL ANCHORAGES.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.55 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NEWARK BAY AND PORT NEWARK CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2009
AND SURVEYS TO MAR 2008

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
NEWARK BAY								
REACH BY MIDDLE REACH	38.3	39.1	34.1	28.2	2-09	550-800	0.53	35
NORTH REACH	13.9	22.1	17.7	6.4	2-09	500-1000	1.36	35
TURNING BASIN	22.2	22.1	18.6	7.1	2-09	900	0.26	35
PORT NEWARK								
BRANCH REACH	27.5	34.9	37.1	31.7	3-05	400-1775	0.37	40
INSHORE REACH	33.7	32.3	31.1	31.3	3-05	400	1.06	40

A. SHOALING TO BARE EXTENDS ACROSS THE QUARTER ABOUT 370 YARDS DOWNSTREAM OF THE EIGHTH STREET BRIDGE.
B. SHOALING TO BARE EXTENDS ACROSS THE QUARTER ABOUT 300 YARDS NORTH OF THE MAIN STREET BRIDGE
AND SHOALING TO 3.5 FEET FROM 40° 45' 04.5" N, 74° 09' 23.0" W TO 40° 46' 08.3" N 74° 09' 22.7" W
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PASSAIC, HACKENSACK RIVERS AND PORT NEWARK CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009
AND SURVEYS TO MAY 2009

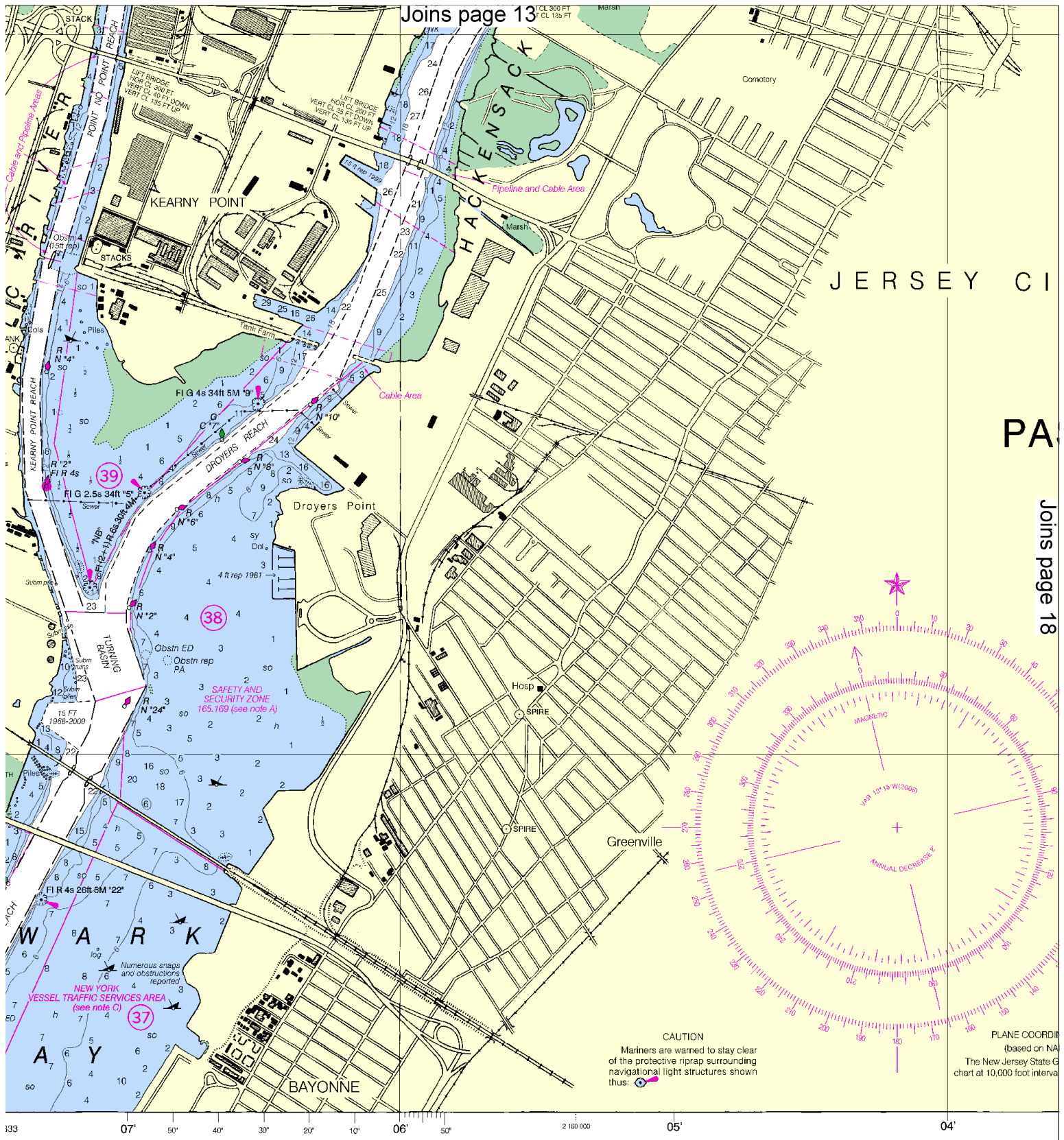
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
PASSAIC RIVER							
KEARNY POINT REACH	14.1	14.2	10.5	4-5-09	300	1.01	30
POINT NO POINT REACH	1.9	3.6	8.5	4-5-09	300	1.13	30
HARRISON REACH	2.2	4.4	2.0	4-5-09	300	1.87	20
NEWARK REACH	1.4	6.3	1.0	4-5-09	300	1.28	A20
KEARNY REACH	+1.1	6.8	0.0	4-5-09	300	0.85	A20
ARLINGTON REACH	6.5	7.5	0.7	4-5-09	200-250	0.89	16
BELLEVILLE REACH - PARTIAL	2.0	2.8	6.7	4-5-09	235-205	0.16	10
BELLEVILLE REACH - UPPER (C)	2.0	2.3	11.0	1-04	150	1.3	10
NUTLEY REACH (C)	7.1	5.9	3.3	1-04	150	1.7	10
RUTHERFORD REACH (C)	4.0	7.6	4.2	1-04	150	2.2	10
WALLINGTON REACH (C)	+1.6	0.7	+1.2	1-04	150	0.9	10
HACKENSACK RIVER							
DROYERS REACH	24.6	23.8	17.4	4-09	300-500	1.56	B32
MARION REACH	27.2	25.8	19.0	4-09	300-570	1.82	B32
TURNING BASIN	15.1	15.1	15.1	4-09	Irregular	0.23	25
PORT NEWARK							
PIERHEAD REACH	22.1	30.6	29.0	3-09	300-750	0.65	40

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 18 FEET ONLY.
B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
C. THE CORPS OF ENGINEERS HAS CONFIRMED THAT THIS REACH IS NOT ACTIVELY MAINTAINED.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



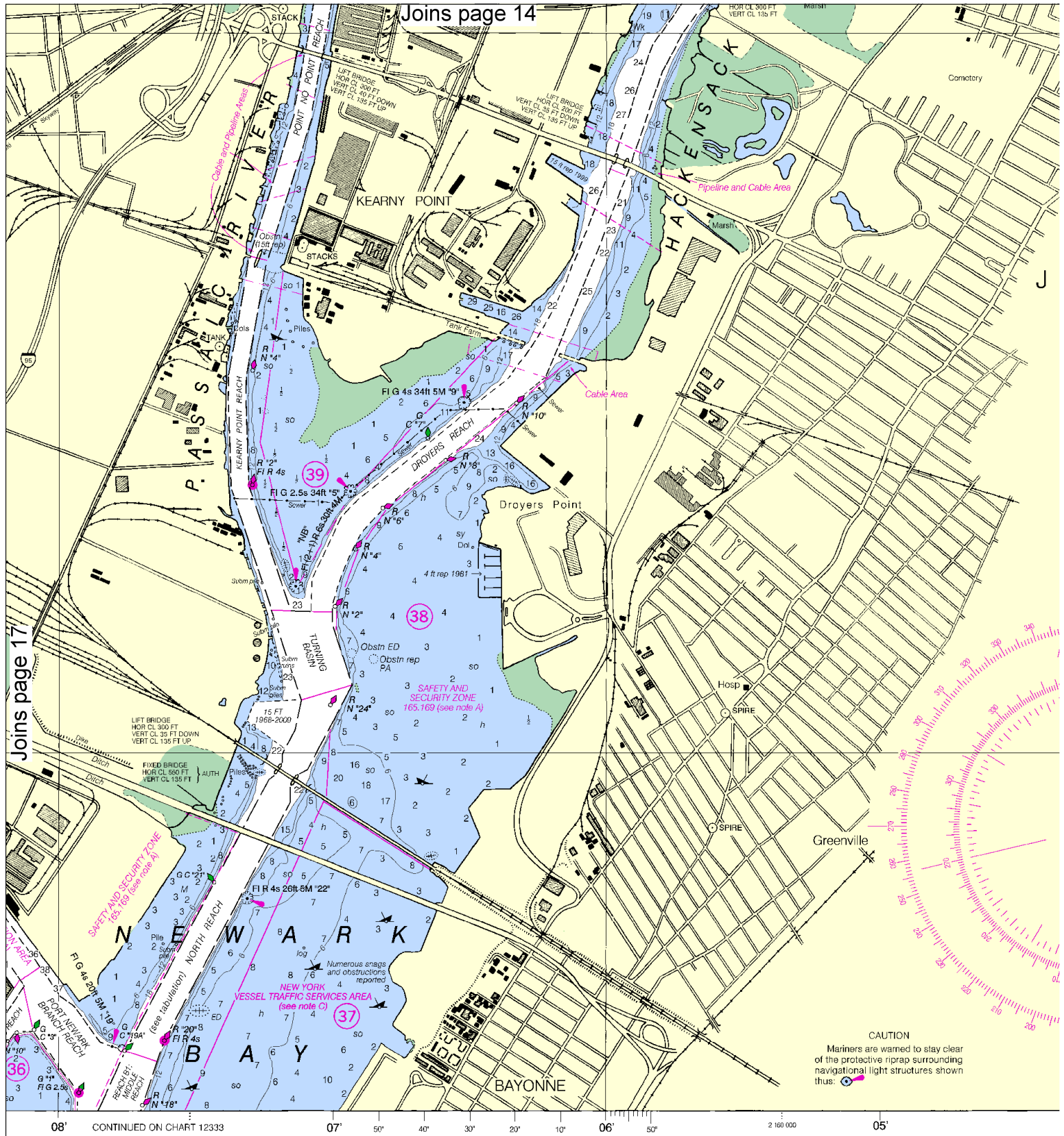
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ET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11																				
FEET	6	12	18	24	30	36	42	48	54	60	66																				
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21										



NDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	2

18

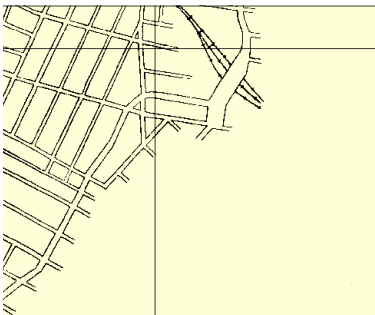


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





ERSEY CITY

Joins page 15					1-04	150	1.3	10
BELLEVILLE REACH - UPPI					1-04	150	1.7	10
NUTLEY REACH (C)	4.0	7.8	4.2		1-04	150	2.2	10
RUTHERFORD REACH (C)					1-04	150	0.9	10
WALLINGTON REACH (C)	+1.6	0.7	+1.2					
HACKENSACK RIVER								
DROYERS REACH	24.6	23.8	17.4		4-09	300-500	1.56	B32
MARION REACH	27.2	25.8	19.0		4-09	300-370	1.82	B32
TURNING BASIN	15.1	15.1	15.1		4-09	Irregular	0.23	25
PORT NEWARK								
PIERHEAD REACH	22.1	30.6	29.0		3-09	300-760	0.65	40

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 18 FEET ONLY.
B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
C. THE CORPS OF ENGINEERS HAS CONFIRMED THAT THIS REACH IS NOT ACTIVELY MAINTAINED.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



UNITED STATES - EAST COAST
NEW JERSEY

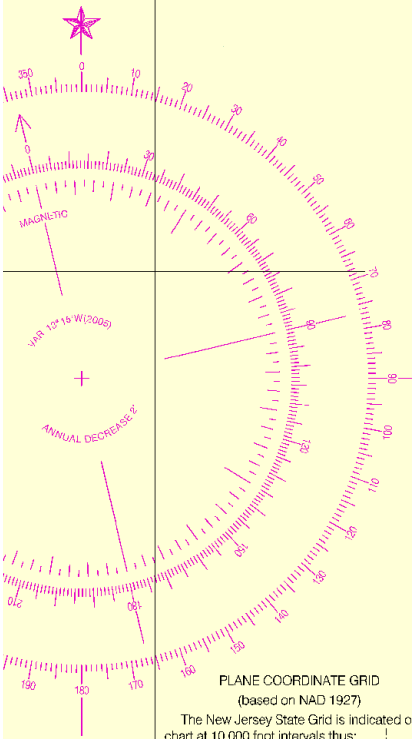
PASSAIC AND HACKENSACK RIVERS

Mercator Projection
Scale 1:20,000 at Lat. 40°47'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.



TIDAL INFORMATION		Height referred to datum of soundings (MLLW)			
Name	Place (LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Port Newark Terminal	(40°41'N/74°08'W)	5.7	5.3	0.2	-4.0
Newark, Passaic River	(40°44'N/74°10'W)	5.9	5.5	0.2	-4.0
Hackensack, Hackensack River	(40°53'N/74°02'W)	6.6	6.3	0.3	----
East Rutherford, Passaic River	(40°51'N/74°07'W)	6.5	6.1	0.3	----

(Aug 2005)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bkt broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs graes	M mud	S sand	sy sticky

Miscellaneous:

ALTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

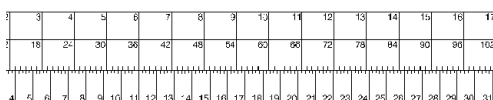
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

PLANE COORDINATE GRID
(based on NAD 1927)

The New Jersey State Grid is indicated on this chart at 10,000 foot intervals thus:



Passaic and Hackensack Rivers
SOUNDINGS IN FEET - SCALE 1:20,000

12337

12337

19



ED NO. 23

NSN 7642014010335
NGA REFERENCE NO. 12AHA12337

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Activities New York – 718-354-4120

Coast Guard Kings Point – 516-466-7135

New York State Police – 877-672-4911

New York City Police – 718-765-4100

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENC[®]s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC[®]s comply with standards of the International Hydrographic Organization. ENC[®]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNC[™]s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC[™]s comply with standards of the International Hydrographic Organization. RNC[™]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.